

Transmission

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Roy S. King
Motor Engineer



VINTAGE CAR RESTORATION SPECIALIST





Wanganui & Wellington combo - Page 18



Deep South Group display at Autospectacular

TRAnsmiSSion

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FRONT COVER

**Wellington and Wanganui
members' cars (plus Fiat)
outside Roy King's large
small car collection
- see Page 18**

Opinions expressed and advice offered herein are not necessarily those of the TR Register New Zealand Incorporated or its members. Many thanks to kindred clubs for any use of their original material.

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TRAnSport

At long last, there is a hint of fine weather on the horizon. After a record 29 (or is it 30) consecutive days of rain thru August, us Aucklanders might have to have our raincoats surgically removed! Let's hope top-down weather is on its way.

I recently emailed all members on a couple of topics – Membership Fee Review and Treasurer vacancy. We had a lot of response on the former, but not a lot on the latter!

Thank you to those who took time to make your thoughts known regarding the Membership Fee increase - a range of comments were received and have been discussed by your Committee. The broad opinion is that the Membership Fee increase is not before time, given that it has remained static for many years and perhaps should have been reviewed sooner, in line with inflation.

However, there was some displeasure regarding the deficits over the last few financial years. Last edition I advised that concurrent with a proposed Membership fee increase, the Committee has deemed it necessary to review our areas of expenditure, with the objective of achieving greater cost efficiency where possible. So, here is a brief status on progress to date:

Spares – cost of storage, insurance and margins

Unlike the previous spares coordinator, I do not have the space at home to house the spares; therefore an external storage facility is required, currently at a cost. An opportunity to share space with a local Rotary group was explored, but did not pan out, so other options will be sought/explored. Our current margin on spares barely covers the cost of storage, so an increase in margin may be required – this will be discussed at the next Committee meeting.

National Weekend – funding , reporting & guidance for operation

Committee member Stephanie Booth has taken on the role of NW Liaison, to assist organisers with communication to Members, managing costs, consistency in Register financial support and use of our logos etc.

Additional income streams. eg Re-introduction of Regalia

Options being considered for new products/services to be offered to members.

Magazine/Calendar – frequency, cost of production & distribution.

A review of print costs has commenced. The Editorial team are helping the committee in this endeavour.

PTO

I will update progress in these matters on a regular basis.

Now – given our current and long serving **Treasurer** will be standing down from the role at the next AGM in November - **we need a replacement**. This is a pivotal role for the Register and a role we must fulfil. So again, I put the call out for a volunteer to step up. You do not need to be Auckland based as we have the capability to include you on Skype or similar for the regular Committee Meetings.

Happy TR'ing

Ian H. President

CALENDAR PHOTO COMPETITION

Email photos to: editor@trregister.co.nz

As mentioned before, the calendar is to resume in 2020.

Thank to those who have already sent in photos.

*For those still thinking about it, please get them to us any time **between now and 15 November 2019.***

Winning entries will again receive an extra free calendar (and members' grateful thanks).

The photos need to be 2.5Mb or larger to print well. '

For each photo, please tell us where it's taken - we would like to note the car owner and location on each month's photo.

Thanks very much.

EDITORIAL TEAM

TALK

We seem to be enjoying a typical Spring in the South. Snow on the hills some days and a sunny 21 degrees on others. As long as the latter are days when we are free to take a TR out, what's to complain about.....

The groups around the country have been reasonably active it seems, with the leaders putting in their usual excellent efforts to share stories of those runs in this magazine. Hopefully you've been part of those activities or, if not, are able to get some enjoyment reading about the exploits of others.

A kind and grateful farewell to Bryan and Carole Thomas as the retiring group leaders in Canterbury. Thanks for your work in Canterbury, for Nationals last year, and for your enthusiastic contributions to TRansmission. And a warm welcome to Mike and Carole Lester as the newbies in this role - we look forward to what you have to offer.

Below, there is a final reminder of the need for contributions to the 2020 calendar. If you want a calendar (and you said at Nationals that you did), please send us a photo or two to ensure we have enough quality photos to pull together a great calendar.

Speaking of Nationals, time is running out for entries, so if you plan to be there, get your entry form in.

Enjoy great Spring motoring.



Stephen, Trevor, & Brian

City of Sails Area Report

Greetings to the Faithful, the Keepers of the Marque, fine and wonderful people all, I've missed those from around the country the last couple of National Weekends through one reason or another. Well I will not make that a Treble of NW's as I am determined to be in the Wairarapa come February 2020. I've some catching up to do, some new members to meet, their cars to drool over; some current members to catch up with, and their cars to drool over; and generally, a bit of drooling to do (I am OK to say that Ed?)

A couple of things may stand in the way, Work the major, the condition of the Little French Blue TR6 as well. However, determination is a great thing to have when motivation is floundering a bit and we only need look at those TR's that are rolling out of garages up and down the country to appreciate that.

I have a couple of apologies to make.

Last TRansmission I challenged other Group Leaders to find the 1969 TR6's within their region and photograph them for this issue, as a celebration of their 50th! I've no idea if that has been achieved until I, like you, get TRansmission in the mail, I however have not kept up my end of that, shame!

Not all 69's to be fair but a great selection highlighting the many varied hues available to us!



Cool selection - see back cover

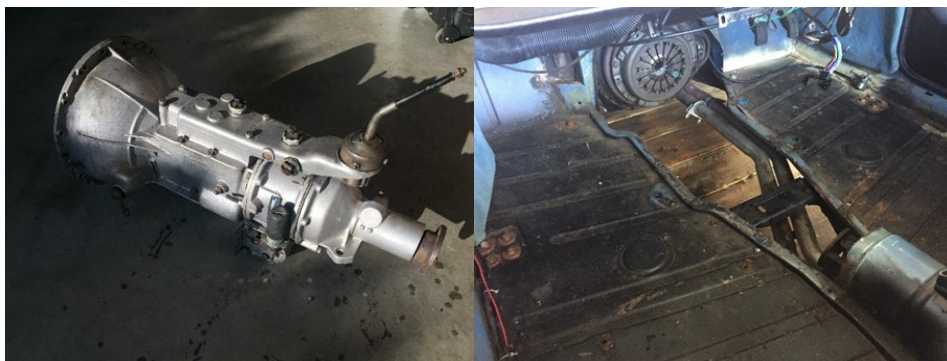
Second Apology is to my own Auckland Group for what has been a very lack luster quarter I'm afraid. Weather hasn't been great I know but Work and the French Blue 6 in the garage have kept me from helping you all enjoy your passion for Small British Roadsters, and for that you have my humblest of apologies. I mean to rectify that next quarter. This will be one of my shorter reports as a consequence!

Pub Nights have been enjoyed at the traditional 'Good Home' with the usual suspects, plus a couple of new members come to check us out. We hope we've given the right impression and they will return. The next quarter will kick off with our very first Pub Night and Dinner which has been organised by one of our newer members, Bill McSherry, at a Thai Restaurant, and I for one can't wait.

October also brings the annual Isadora Duncan Rally, organised this year by members Bruce Stuart and Dennis Greenman and will see us down in the south of Auckland. It's great that members step up and have a go at organizing events, helps to keep things 'fresh' eh.

There are good things lined up for the rest of the quarter, including our own AGM in November, and if there are any issues that you as members wish to bring up that is the perfect time. We are looking to expand the Committee, so if you have the desire put your name forward for inclusion. We are also looking for a Treasurer as our longstanding one, Trevor Hynds has advised his desire to step back from the role. I'd like to thank Trevor on behalf of the Auckland Group, and the Register membership, for his input over many years, a job Well Done!

I'm going to close with a couple of images of my French Blue 6, work in progress.



Thanks Murray Booth for assisting with the extraction. My Gearbox is with Ian Priestly being overhauled at his home workshop in Taumarunui, and from reports the previous wrench who addressed it was something of a 'Cowboy', just goes to show how lucky I've been while traversing the country, having fun with you all. Bring it on!

Congratulations to the Deep South on your new arrivals, Ian & Rona Ramage, Bugger!

That's all from me. Enjoy those magical little cars, and the smiles from strangers as you flash by in all your glory!

"It's Never Far in a TR!"

Steve Martin

LACK OF EXPERIENCE AND KNOWLEDGE COULD COST YOU A LOT OF MONEY!

In a previous edition of TRansmission I described my experiences in the VCC Targa 2018. My participation ended prematurely with a blown head gasket.

Just to recap. We had arrived too late for one of our stages but the officials said we could run through it but we would not be timed and we had to rattle on as the fast cars would be starting soon behind us. So we were playing catch up in the pouring rain inland from Oamaru and the car cut out completely on a dangerous corner.

We eventually got the car running again (it's a long story) but I detected what I thought was the beginnings of a blown head gasket. I decided to get a second opinion at Roy Turners Garage in Dunedin where a technician confirmed my diagnosis.

It was depressing enough to have to withdraw from the Targa but it was doubly depressing since only 18 months previously I had dealt with the same problem. On that occasion I had done all the work myself-apart from the machining of the head. I thought I had done a meticulous job, taking my time and putting in a modern composite gasket. The job was a real pain largely due to the limited space to work on the headers and intake securing nuts. Also at the back of my mind was a cracked head. Alloy heads are not cheap!

Roy offered to accommodate the car until I decided what I wanted to do –



fix it myself or get him to do it. Immediately following the Targa I was off to the North Island for a month. In the end I couldn't face doing it again myself-for three reasons: a) It's a hassle b) there may have been a fault in my reassembly method which I might repeat c) I wanted the car ready for the summer.

Roy told me he wasn't going to take the head off until he determined where the leak was. He did a leak down test- all fine! Then he did the chemical test - no change in colour! I asked him what's the issue then. "Don't know - can't rule out head gasket - can't rule it in - I am not taking head off until I do more investigations". A few weeks later he rang and said: " You were driving in the pouring rain - you had the windscreen wipers on, the heated screen on, the heater on, headlights and spotlights on - your alternator bracket broke, your fan belt was slipping at high revs and you weren't generating enough current – you drained your battery and your ignition died! In the process of the fan belt slipping you boiled your radiator. When you topped the radiator up you got heaps of air into the system that had not bled out when you came to my garage. It's just a hypothesis, but after fixing alternator bracket and running it for a while I cant see any bubbles. So why don't you drive it back to Lake Hawea (300 km) and ring me and tell me how it went". I did so and all was fine.

I was relating this story to a local mechanic who said " its all too easy to hit the panic button". Had I taken the head off I would wasted significant money and been in quandary after not detecting any noticeable failure in the head gasket or crack in the head. I would have noticed the broken alternator bracket but I may not have linked the issue with the problem. I could have ended up very frustrated!

I have done most of the mechanical work on my classic cars myself. I have no formal training in car mechanics – I have learnt by doing, reading workshop manuals and, in latter years, consulting articles on the web. I have saved a lot of money in the process and learnt a lot and in the main enjoyed it. I have made a few errors in the process - part of the learning process I guess but it can be expensive and frustrating!

John Langley



Deep South Group

September saw the Deep South Group enter cars in the annual Autospectacular held in the Edgar Centre here in Dunedin. This is an annual car show displaying many of the magnificent Vintage and Classic cars we have here in the Otago area. This year we displayed 5 cars. Mark McLachlan's recently restored Ford Falcon Pickup which is a real credit to Mark and follows on the tradition that Mark has set, first with his Concours winning TR250 and then later cars that he has restored. Also, on display was Trevor and Jane Payton's TR4, Brian and Susan Hope's TR6, Glyn and Ali Gaston's beautifully restored Triumph Stag and Peter and Julie Drummond's magnificently restored white TR3A.



Peter and Julie Drummond's magnificently restored white TR3A.



Peter and Julie are two of our Central Otago members. They motored down from Arrowtown on Friday afternoon with snow on the hills and heavy rain most of the way. They were still able to have the car ready for display at 8.00am on the Saturday and it created quite a stir with its aero screens fitted. This car is a credit to Peter's eye for detail. He spent quite a bit of time on the stand showing his photo album with all the photos showing what he started with and the progress as the rebuild and restoration progressed.

I have just had a birthday and my daughter and her family gave me this model (next page) of a TR4 they found in a shop in Napier. I did a bit of research and came up with

some information about the car. It's interesting just where TR's pop up and their place in history!!

This unusual livery on the much-loved British Triumph TR4 from the 1960s is a most interesting one. It appears as used by the RAF's 103 Maintenance Unit (MU), a repair and salvage unit, which served in Akrotiri in Cyprus between 1955 and 1975. The colourful 103MU crest on the doors – Maintenance Unit 103 RAF Repair – is an example of a badge which the monarch awards to such units, in this case Her Majesty



the Queen, who made this award to 103 MU in June 1958.

Painted in air force blue with black interior, the car is registered 22 AM 39 and has the 103MU detailing in yellow on both sides of the boot. Despite the important and serious aspect of the Unit's role, to be driving round in Mediterranean sunshine in this super open-topped sports car must have been a bonus!

Anyone else out there with a story about a TR that has made its mark in history?

Cheers from all of us here in the Deep South.

Jane and Trevor

OUR DEAR LITTLE TR4

If only it could talk we would have a good old conversation. With Winter nearly behind us I am sure it is counting the days until the garage is nice and warm again. With a piece of foam upon the roof and a solar panel atop (so it won't scratch the paint) facing the window we manage to keep the battery charged. We take it out once a week at least to give it a good run, mind you it has to be a fine day as no taking it out in the rain.

It has proved invaluable to us this last week so we really appreciate it. Our Ford Kuga was in the workshop waiting to be fitted with a new fuel injector.

The Marlborough Vintage Car Club on 25 August saw Leon, Bill and Avril meet up and proceed to put their cars on display. I popped up to have lunch with them and Leon said "just look out for the blue TR Register flag". It was easily found and great to have such a super flag flying between our cars. What a successful day and all participants can be proud of the fact they displayed their car to help raise \$17,500 for our local Cancer Society branch.

We are looking forward to a run over to Collingwood in November and also the TR Nationals in Masterton next year.

Leon and Varley Broadbridge



The Mystery of the Missing Monarch

As alluded to in the last Top of the South report, a certain mystery surrounds the disappearance of the Monarch butterfly chrysalis that attached itself to the rear tyre of TR7DH. Aspersions have been cast that said chrysalis may have been disposed of for the convenience of the owner in order that he might use his favoured vehicle for a TOTS outing to Momorangi Bay – a definite slur on this nature-loving and environmentally sensitive scribe!

Anyway, to grow a short story long, and in order to curtail further speculation through the world of social media, I feel I should expound my own theory as to the demise or otherwise of the intrepid caterpillar-turned-chrysalis. In March we obtained two Hi-Line pullets which were initially called Tweedle Dumb and, you guessed it, Tweedle Dumber. This was because neither appeared to understand that they were chickens and accordingly should remain in their chicken run. After a few short weeks we renamed said chickens as The Houdini Sisters due to their ability to escape from the substantial enclosure I had constructed for them. I spent hours plugging every possible escape route but despite my best efforts, every morning they would greet me at the front door demanding their breakfast and leaving a sloppy reminder of their impatience on the doorstep. Determined to solve the enigma I monitored the chicken run until I observed their M.O. – they were simply *flying* over my 6 foot high fence!

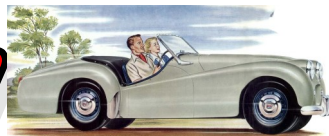
Now here is where I have to take some personal blame - I should have acted more quickly in coming up with a solution to counteract the recalcitrant escapees. However more important issues, such as cleaning the TR for a pending outing, took precedence, and with the garage door left open The Houdini Sisters took full advantage to explore this Aladdin's Cave. Upon discovering their presence I hustled them outside and it was only a short while later that I discovered that the Royal attachment had disappeared (somewhat conveniently) from the TR tyre.

I will leave it to the reader to come to their own conclusion as to what may, or may not, have happened but what I can tell you is that the following day I observed the Houdini Sisters yet again launching themselves out of their compound – one of them flapped and floundered over the fence whilst the other one appeared to float rather more gracefully, as if somehow transformed into a feathered butterfly.

Jon Harrey.



Canterbury Tales...



There is a change afoot in Canterbury. Carol and I are passing on the role of coordinator to Mike and Carole Lester. Many of you will know Mike and Carole well as they have been members for several years and they have attended National meetings in their yellow TR8 on a number of occasions. They also have a TR4A in the process of being re-born, having been imported from the UK in a rather sorry state. We are confident they will make an excellent job of running the Canterbury TR group.

As Mike is panel bashing, welding, de-rusting and painting his TR4A, so I am also re-assembling my TR2. I think I might win this race but I had a head start so it is a bit unfair to claim any sort of victory. However as I put my car back together it is worth noting that it is unlikely to be an exact replica of a 1955 TR2. There will be changes and I hope I am justified in calling them improvements. Even genuine improvements need to be verified when they impact on safety, particularly such items as uprated brakes, seat belts etc. I am absolutely sure that I can make my car safer than it was when new by fitting three point seat belts in place of the original two point type, and by the addition of a brake booster among other things, but it is necessary to convince the rest of the world that the work is done to recognised standards. This applies especially to insurance companies who trust no-one without verification. And being involved in an accident in a modified car (even if you are not at fault) could be very expensive if your insurance company doesn't see the required paperwork.

I expect that many TR owners are well aware of certifications available from Low Volume Vehicle inspectors, but for those who don't then it could be worth your time to check your vehicle with them if only to ensure your insurance company is happy. It may be worth having a look at lvvta.org.nz just in case.

Thanks for reading my ravings, safe driving and I look forward to seeing everyone at the next Nationals.

Bryan and Carol

Thanks Bryan for the introduction. It's true I have been spending a lot of hours (and money) on my TR4A project, it's a 67 IRS model and I hope to have it finished by the end of the century!, in the meantime I have my very pretty yellow TR8 to play with. I'd like to thank Bryan and Carol for the sterling effort over the last



few years and look forward to catching up with you all on the trail very soon.

Mike & Carole Lester

NEW MEMBERS

Welcome to our new members this quarter. We look forward to meeting you at the next social occasion or TR run and hope you enjoy your TR ownership and the fellowship and assistance the Register offers.

Steve	Osborne	Omokoroa	1972 Triumph Spitfire
Ian	Govey	Wellington	1966 TR4A
Graham	Beaumont	Tauranga	TR6
Owen	Smith	Tauranga	1974 Triumph 2.5TC
Rod & Helen	Campbell	Taupo	1966 TR4A
Alan	Pepper	Kerikeri	TR6
Mathew	Gill	Auckland	Swallow Doretti
Brodie	Simon	Lower Hutt	1963 TR4

Waikato Wanderings



A huge thank you had to go to Kevin for stepping up and writing a friendly report on the outing some of the Waikato crew enjoyed together in July which brings to mind the thought, how often do we enjoy our Triumphs when we are not part of a collective, never or as often as the weather allows? Do these super classic cars sit in the garage under covers until the call goes out to meet at the local park for a well overdue run or are they pushed out of the garage, polished off and taken out on a whim?

The Waikato group are guilty of the later and with the first rays of warmer weather and feeling time rich we jump into our cars, secure the dog in the back if you have one, and upon reaching the top of the drive ask ourselves "which way should we go today" then off we blast, quite literally.

These outings may be as straight forward as a trip to the diary which can be quite a drive when you live in the country and without exception I always ask if we can take the long way home. The completed Waikato Express way also allows us to legally stretch our legs in the 110km zone which is also a great opportunity to check if the tuning is right or slow down on the quieter country roads listening for a pinking sound which also speaks volumes.

These welcome outings surrounded by the larger moderns that share the road are an opportunity to be unique in a sea of grey or black cars, all considerably larger than we are, and also a great time to realise how cool it is to get together with the others in the flock, just like the monthly runs or even better, en mass when we join the others at the TR Nationals.

So, roll on the weekend when on a whim we can jump into the car and enjoy the thrill of blasting along in an open top Triumph Roadster or wait for the call to go out, meeting at the usual and heading off together discovering new roads and destinations with friends.

Oh yes, I have attached a photo of our dog, Elimay, who has found the best places to sit avoiding the rush of air we all enjoy, except those with flappy ears and fur that blows into their eyes which reminds me, I must go online to discover where to buy some Doggles for Elimay's Christmas Present...there is a lot of motoring to do now that summer is on the way.

Happy Motoring to you all

Best regards

Diane and Peter Parker



Run Sunday July 21 2019

At the previous pub night it was decided that as we were having such great weather for winter, it wouldn't be too much of a risk to organise a run. True to his word we duly received an email from Peter Parker requesting we meet at the Cambridge Town Square on Sunday July 21 for a run that involved somewhere for lunch. The weather stayed true and Sunday July 21 dawned fine if you lived in Cambridge, or a little foggy if you lived anywhere else.

We arrived at the meeting point to be met by Dianne Parker and Elimay (the dog) to be told the run was 'on', here are the instructions and that Peter had been left at home suffering from man-flu. When everyone else turned up and I had some numbers, called the Café and give them a 'heads up' on numbers. The MG Car Club also had a run this day (to the Maungatautari Ecological Island) and had given their members the same meeting place. There were sufficient MG's for one of our members to be momentarily blinded and not see the TR's until he had made a second pass.

So... We had a Grinnall TR7V8 (Barry Tirvit), a TR4 (Tim and Trish Bradshaw) an SP250 (Dick and Marion Marshall) and Elizabeth and I in our TR7V8. We headed off on the long way to Pirongia. This involved driving the Cambridge expressway, one of the two roads where 110kph is allowed, out passed the airport, through Rukuhia to Kakaramea Road and into Pirongia village looking for the Permission Tree Café. (While on Kakaramea Road, the writer was getting a little frustrated at a slow moving people mover, and, on one of the few straight stretches of road, pulled out to pass, only to be greeted with a "less speed, less harm" sign as we completed our passing maneuver – whoops J). Anyway, The Permission Tree Café was clearly a typo on our intrepid leader's part, or predictive text deciding it knew better, as the Café was called The Persimmon Tree Café. The three TR's pulled in, but where was the SP250?

Fortunately we were still trying to figure out what had happened when Dick and Marion arrived. Apparently, when we hit the expressway, Dick noticed an out of balance front wheel symptom, and thought that a weight had been thrown and by adjusting his speed had continued on without issue. Phew. So at this point we moved into the café and had a very enjoyable lunch. Afterwards, while the boys stood around and discussed cars in the café carpark, the girls went and visited a couple of craft shops.

At this point we all headed off to our respective homes. Thanks Pete and Dianne for organizing the run.

Kevin

Wellington Wafflings...

As I write this Spring is springing all around and flowers from my Kowhai tree are getting stuck under the wipers of the Ford, which of course has to live outside as all modern cars should. Must cut the damn thing down – the Kowhai tree that is, although cutting down a Ford Focus could be an interesting experiment as well.

In my garage, the TR sits waiting to be released on suitably fine days, having just recovered from July's Ice Breaker weekend in Taranaki, organised by Ken Pfeffer.

Somehow, Ken managed to convince 6 Wellington and Wanganui TR owners that mid-July is absolutely the best time of the year to visit South Taranaki in an open topped car. Maybe people believed me when I assured them that I had ordered fine weather, or maybe TR owners are just an incurable bunch of optimists – except that is for one Wellington member who came in something Japanese with a roof. Defamation laws prevent me from revealing his identity, but I am sure that any light showers that may have fallen over the weekend were his fault.

Saturday, however, dawned clear and fine and stayed that way; making for a very pleasant run up to Wanganui for the Wellington contingent comprising the TRs of Brettells, Simpson/Denny, Saville and Petterson, along with he of little faith in his transportation appliance.

Breaking with tradition, we even arrived more or less on time for lunch at the Pukeko's Nest café, on the Northern outskirts of Wanganui. Here, we met up with the local TRs of Pfeffer and Hyltons and after suitable replenishment of cars and crew headed North.

First stop was Patea, where we called in to the 'Star Garage' car collection. This is located in a building on the main street, just across from the old post office, and includes a few things I hadn't seen for a while – such as a Skoda Felicia coupe – and a couple of fibreglass creations that perhaps nobody should ever have seen, but you couldn't say they were boring.

The former Patea post office was in fact up for sale (and still is at the time of writing). This imposing early 20th century edifice was constructed in 1923, when the postmaster was the most important person in town next to the freezing works manager. Having been converted to residential use it now boasts 5 bedrooms and 4 bathrooms, all for half the cost of a studio apartment in Wellington.

Moving on up the coast we arrived in Hawera mid-afternoon, checked into the Avon motel (recommended) and then headed out to Kaponga. There, Roy King showed us his large small car collection. This proved much more interesting than the more commonly found small large car collection.

Some of the small cars were relatively familiar, like the cute Fiat 500 (hotted up by fitting a 600cc Fiat 126 motor!), the gorgeous little Renault 4CV and the wonderfully



minimal Austin 7 special. I'd have taken any of those home if I could. Less appealing, but much rarer (probably a connection there) were a few microcars that never made it onto the roads in any numbers. The Ligier JS4, for example, is something I'd never expected to see anywhere, let alone in an engineer's workshop in South Taranaki. Just as weird was the brilliantly named Mitsuoka Bubū – essentially a 50cc scooter with a fibreglass bodyshell around it. And there was more, which I strongly recommend that you all go and discover for yourselves.

Outside Roy King's front door was an excellent view of the mountain in one direction and the local pub in the other. This we also felt obliged to investigate on behalf of the wider membership of the register. Having made sure that it did indeed serve several kinds of beer, we then made our way back to the motel.

On Saturday evening we dined at the South Taranaki Club, along with most of the population of Hawera. As a result, meal service was a little slow, but everyone seemed to enjoy the food when it arrived, along with the live music and, of course, the excellent company.

Overnight, there was a spot of rain, and on Sunday morning a few spots more – perfect weather in fact for visiting the Tawhiti museum, a short drive out of Hawera. If you are visiting Taranaki this is not to be missed, with excellent dioramas and other displays that really bring the history of Taranaki to life. For owners of 4 cylinder TRs and other tractor enthusiasts, there is also a vast collection of vintage agricultural machinery.

After taking in the museum we headed back towards Wanganui, experiencing some more refreshing early Spring showers on the way. It is in such conditions that one really appreciates the comprehensive weather equipment generously provided as standard fitment on a TR3A.

The route took us off the main highway a little before Wanganui so that we circled around and came in down the West side of the river to reach our lunch venue, Caroline's Boatshed Bar and Eatery. One more convivial meal later and it was time for Wellingtonians to hit the road. The sun had now come out again and the drive back to the capital was as pleasant as the drive up, apart from a little Sunday evening congestion just North of Pukerua Bay.

All told, it was a very successful weekend, reflecting Ken Pfeffer's brilliant planning and organisation and offering a variety of attractions, roads and climate conditions. The TRs all mostly behaved themselves, although mine did lose the use of both generator and overdrive along the way. This led me to reflect on the advantages of cars that do not insist on a fully functioning electrical system in order to get you home. If you own a TR, your glass is always at least half full.

Johnathan

Coming Events

Pub evening: Last Wednesday of each month. Venue is changeable at present, so please confirm with Jonathan for details on 021 124 7950

Lake Ferry Classic Motoring Excursion. As always this is on the second Saturday in December (this year, the 14th). Further information available from Jonathan.



WELLINGTON-WANGANUI-TARANAKI

Mid Winter Get-together

Although July is usually not a good month to venture out in our TR's, 5 cars from the Wellington region travelled north to Wanganui on Saturday 13th. Steve & Rob Brettell TR250, Ken Saville TR 3A, Jonathan Petterson TR 3A, Grant Simpson & Bev Denny TR6, Jim Vassiliadis Honda (wishful thinking TR).

Arriving at the Pukeko's Nest for a luncheon on the outskirts of Wanganui the group met up with Alan & Gail Hylton TR4 and Ken Pfeffer TR6.

The day was fine with a little chill to the air. With lunch finished those who didn't have their tops down soon had them down as well, deciding it was too good an opportunity to miss. All continued on the 1 hour trip to Hawera.

A mid journey stop was made in the main street of Patea to view a small Museum of cars and memorabilia. A worthwhile stop if passing through town for only a donation.

Arrival in Hawera was about 3pm and after checking in to our Motel the ladies decided to do their own thing while the guys travelled out to Kaponga, passing on the way the Kapuni Gas installation.

In Kaponga the visit was to the well established Vintage Restoration business of Roy King. Here we viewed a collection of about 20 different small vehicles (Bubble etc) and a couple of full size vintage cars. In the process of restoration was an early 1900's Arroll Johnston for a client in Scotland (only the running gear was being worked here).

Believe it or not the reconstruction of the gearbox alone was \$30000.00.

At this point we were close to Mount Taranaki (Egmont) and it was standing out gracefully covered in snow against the evening background.

On our return to the



Mount Taranaki

motel it was time to prepare for our meal out at the South Taranaki Club, just 10min walk away. A pleasant night out with a good meal and great company was had by all.

The predicted bad weather arrived through the night, rain and high winds.

At 9.30am amid the rain and wind all cars headed off on a roundabout route to the Tawhiti Museum just out of Hawera.

With the Museum and Cafe opening at 10am the visit started and by 12.30pm, for some the 2 1/2hrs. was still not enough. (perhaps a return visit??)

The journey back to Wanganui was through intermittent heavy rain and winds to arrive by a back road at Caroline's Boatshed Restaurant alongside the Wanganui River for another pleasant meal and natter.

By now the skies had cleared and with the meal over the Wellington Group said their farewells and were on their way home.

A great weekend was had by all. Unfortunately we were unable to catch up with any of the Taranaki members due to their many other commitments. Maybe next time.

Ken Pfeffer



Hawkes Bay Happenings...

It is that period of the year when we don't expect many opportunities to take the TR out but I have managed to take a short run on a number of occasions roofless (although with heater on) on bright sunny days.



Our Mid-Winter Run kindly organized by Sharon & Colin Grant was held on July 14th and turned out to be quite a nice day contrary to the weather forecast. Six TRs gathered at the Grant home over the hill from the Mission Winery for coffee before the start with home baked scones, raspberry jam and cream – a favourite of mine. It was an overcast morning with strong westerly winds but dry and relatively warm. Bruce & Trish (TR2 – topless), our TR2, Colin & Sharon (TR4), David & Jane (TR5), Pete & Chris (TR6) and Steve (TR6) accompanied by 2 dogs, & Maree and Steve's Dad Bill in a modern.



We set off and travelled towards Eskdale through the Puketapu valley on rolling country roads and little traffic (great driving roads) before turning back towards Puketapu and out to Fernhill. Here we headed up the Taihape Road and then veered off into Flag

Range Road which on a clear day gives great views eastward over Hawkes Bay to Cape Kidnappers and to the west over the Kaweka Ranges towards Tongariro, but unfortunately not today as it is very black out that way with some rain close by, in fact the first few spots fell as we got back into our cars. We then headed back towards Taradale turning off into Oamaranui Road and ending up at the Puketapu Pub for lunch. This is a great



venue, popular with car groups, motorcyclists and road and mountain cyclists – good food at good prices. Lots of chat – will the Black Caps win? Who will win the British F1 Grand Prix and lots of other important stuff to set the world on the right path. So homeward from here after a very pleasant day out. Thanks again to Sharon & Colin. For August we decided not to have a run but we had a Club Night with a very good number attending. And so to September and our Spring Run, kindly organized by David & Jane Mackersey. We met at Hygge Café at Clifton (you pronounce it who-guh, it is Danish). 10 cars in all including the lovely black TR3a of Paul & Barb Miller and Alan & Gail Hilton from Wanganui who happened to be in Hawke's Bay for a couple of days, great to see them.

After coffee we wished the Hiltons a good trip home and set off on the first part of our journey to lunch. David and Jane gave us a list of questions to complete along our way to the first stop to view the car collection of Craig & Penny Hickson. Wow what a mouthwatering collection of cars from the 1920s through to an Aston Martin DB9 Volante. Rolls Royce, Bugatti, Auburn, MG, Ferrari, all set up in a stables type layout at the back of the large homestead. Craig opened the doors one by one and talked about each immaculate car, one of which, an Aston Martin DB2/4, Paul Stichbury was able to add an amusing tale from a good number of years ago. Perhaps I should ask Paul to put it down on paper!

From here we continued on our journey south along Kahuranaki Road with more questions to answer. I didn't mention that it was a lovely sunny day but the air temperature was a little cool, however a great day for TR'ing on the



uncluttered country roads. Next stop was at Kahuranaki Station to view the Greenwood Family Museum at Martie's Red Shed. This is a shed that keeps growing to accommodate an eclectic collection of things that were never thrown out by the Greenwood Family who came to New Zealand in 1842 plus a few other things donated to them. Martin and Caroline talked about the collection before we were free to wander through and view the well set out collection from household items to tools and implements including a very early arc welder that apparently dimmed the lights in the area when it was being used. Fascinating stuff.



And so to our final leg to the Patangata Tavern for lunch, chatter and the announcement of the quiz winners, Pete & Chris Snelling in their TR6 with 14 out of 14 – well done. As a prize they were presented with a nice bottle of wine by Jane.

And so our Spring Run came to a close – a wonderful day out in the country, visiting interesting places, seeing the green paddocks, trees coming into leaf and fruit trees in blossom, spent with a great bunch of people – this is the TR Register. Thanks so much once again to David & Jane for a wonderful day out.

So now we look forward to summer and more outings. Of course we have the National weekend to look forward to in February which unfortunately clashes with Napier's Art Deco Weekend so decisions need to be made – I think we will be in Masterton. A note regarding the cover photo of the last Transmission, we would have to claim one of the cars – the TR7 of Ray & Carol Weir.

Happy MoTRing

Graeme & Joy

CAR...HOON CORNA





Top O' The South

THE TOP O' THE SOUTH REPORT

From the Top O' The South, greetings all.

Motoring has taken a back seat here during winter months. Several cars have been receiving a little tlc, no doubt readying for summer and anticipating trouble free motoring. And my car has spent considerably more time off road than on. And I tell a tale of woe later in this report.

CHASING DOWN ANOTHER OIL LEAK

Recently I've been spending more time with my head under the bonnet than I have sitting behind the wheel. One of the jobs on the 'to-do' list was to fit a new oil-seal in the gearbox extension. It had been leaking for some time but, neglectfully, procrastination got in the way. Finally, with ever increasing drops of oil under the car, I was goaded into action.

A replacement seal was purchased and ready to fit, the driveshaft tunnel removed and the driveshaft disconnected. Surprisingly the old seal was in great condition, completely dry and no evidence of leaking. But removal of the top cover to the gearbox revealed the problem. Each of the three selector rods passes through an O ring. All three rings were perished and worn, no longer providing an oil-tight barrier. Oil was seeping past the rings, pooling in the selector cup, then dripping off the underbody in the vicinity of the gearbox extension. An order to Rimmer Bros for new O rings and screws for the selector rods (mine were sacrificed in the dismantling process!) and an easy fix was achieved.

Hard to believe, I know, but I now have a drip free Triumph. After years of chasing oil leaks, of replacing gaskets, oil seals, and O rings, I've finally struck success. Each day I peer gingerly under the car, fully expecting to be disappointed. But there's no disappointment. No trace of oil leaks anywhere. Not all British cars drip oil.

The fitting of the new O rings produced a couple of unforeseen benefits. -- When I purchased the car it came with a very annoying gearstick rattle. Research indicated a likely worn (or missing) anti-rattle spring and plunger. I'd tried rectifying the problem, but with marginal success. The new O rings cured that, the persistent rattle disappearing entirely. -- And I sometimes struck difficulty changing gear, specifically from 2nd going up into 3rd. Occasionally I'd miss, with the gearstick wandering off in a direction of its own choosing. So that too is cured, a nice positive and crisp change of gears now, and silent. Both by-products of solving the gearbox leak.



**Cars on display for a great cause
- VCC Daffodil Rally for Cancer**



VCC DAFFODIL RALLY FOR CANCER, 25th Aug.

By chance, the 'gearbox job' was nicely timed. Back on the road with four days to spare, and then off to the local Vintage Car Club's annual rally for cancer. Leon, and Avril and I attended the Blenheim event. Nathan Jones had hoped to support the effort with his TR4A, but family commitments ruled otherwise. So Leon and I did our bit for the local cause, promoting the TR Register, and showcasing the TR3A and TR4.

As is the usually the case, our cars generated a good deal of interest. More so Leon's immaculate red TR4. It drew the attention of a very attractive young lady. She couldn't resist the temptation, so, with Leon's consent, wedged herself into the driver's seat. She was in her element, checking things over, eyeing up this and that, no doubt the highlight of her visit. I was hoping she'd bestow similar affection on a certain TR3A parked alongside, but clearly British Racing Green wasn't her thing.

The weather could have been a deterrent for the day was cloudy with a cool and blustery wind. But the crowd wasn't deterred. They arrived in droves, eyeing the display and signalling a vote of support to the organisers. You'll find us back there next year, exhibiting the finest of Britain's motoring creations, and flying the flag for the 'Register.

TRIUMPH TRIBULATIONS

Alas, all is not well (again!). My Triumph's started displaying odd symptoms. I fear either a blown head gasket or cracked head, and it's laid up until I have time to investigate. Only a few hundred kms ago it underwent a major head re-build and some quite complex machining was carried out. Whether the machining proved too much, or whether a faulty head gasket was fitted, is yet to be determined. Replacing a failed head gasket won't be a big deal. But with NW2020 moving ever closer, a cracked cylinder head doesn't bear contemplating.

PTO

PLANNING FOR NW2021

As announced in June TRansmission, Top O' The South has taken responsibility for staging NW2021. Nelson's the chosen host city, a destination renowned for;

- its agreeable climate and high sunshine hours;
- its beaches and walks and its many outdoor activities;
- its art and craft scene;
- Founders Heritage Park;
- World Of Wearable Arts & Classic Car Museum;
- The Saturday Montgomery Square Market, - - - to name just a few.

And, one mustn't forget the city's connection with the British Naval Commander Horatio Nelson, the famed battle of TRafalgar and his other maritime skirmishes.

Away from the city, the road takes many turns, all offering great driving. The northern sector of the West Coast is an easy and scenic journey away. And then there are the attractions of;

- Tasman Bay;
- Kaiteriteri;
- Mapua;
- Rabbit Island;
- Moutere Valley;
- St Arnaud Alpine Village and the Nelson Lakes;
- Cable Bay, etc, etc.

Lots of sightseeing, lots of coffee stops along the way, and some great picnic spots.

We've already set wheels in motion, and we've spent time sussing out venues and accommodation for the national weekend. If negotiations run according to plan, we should announce more in next TRansmission. So until then

Cheers from the Top O' The South,

Bill

Bay of Plenty Travellers

Winter has been very quiet for our group due to members travelling overseas, and a cancelled run in August due to the weather forecast. Our meeting in July only had an attendance of four, but picked up in September with 16 turning up, thanks to the Stags & Triumphs, so things are looking up for our October Fish & Chip run.

Unfortunately Graham has lost the sight in one eye due to an accident, so has been only attending the meetings, but is already adjusting to his L.H drive TR6, so we are looking forward to seeing him and Margret back on the runs.

Hope to have more news and pictures for the next TRansmission.

Michael



“Tech” bits and pieces

TR PI tips

Fuel Metering Unit timing.

A number of PI instructions show only the one Metering Unit timing, that is the one for the early TR's and saloons.

There is a different timing for the TR's from CR1 (a little more ATDC). Both cars will still run but set correctly they will perform better.

Fuel Pump and Pressure work.

If you have a need to work on your fuel pump or fuel pressure unit a good insurance is to remove the injectors, leaving pipes attached, and place them in a couple of containers on top of the motor to catch the fuel while you do the work. If on stopping the motor one of the metering unit rotor holes line up, it will deliver fuel to that cylinder while you work on the system and if the car is started there is a definite possibility it could hydraulic on the excess fuel in the cylinder with the result of a bent con rod.

Believe me, it has happened.

Metering Unit.

If you are having trouble with starting or rough running, one of the easiest things to check first is that the overflow pipe in the Unit is clear. Push a soft wire in the overflow hole of the metering unit to make sure it is not blocked. The wire can go in about 30mm from the unit body (adaptor not included).

Ken Pfeffer

Spare a Thought

By the time you read this, the latest Spares and Indent Order from Moss should have arrived.

This is probably the largest order I have processed, so please be patient while I sort your individual indent items from the stock items and get final pricing to you.

The August SALE of static items was reasonably successful, but why do several members want the same item at the same time, when its been sitting on the shelf, unloved, for 5+ years ???

We will keep the 50% SALE of static items going until year-end.

There are still several hundred static items we are keen to sell off, so if you have any bright ideas on how to do this please let me know. (Excluding several hundred individual listings on TradeMe.)

Happy fettling.

Ian.



The Registrar Reports...

TR6 comm. CP76857-O rego 1972TR now with new owner and TR stalwart Ashley Southgate Timaru. *Was once owned by an aircraft engineer who plied his trade by cutting lightening holes in various non-stressed places, and bumper irons etc.- ex George Sye Hastings late 80s.*

TR4A comm. No CTC78322. Rego DE797; Original (new) owner Les Acres emailed enquiring whereabouts of this car. *Now owned by Bruce Stuart, so passed Bruce's contact info. on to Les, and I understand they have exchanged 'then and now' information....*

TR3A comm. No TS59267-O, engine number TS60022E, rego: BL8998 ex Waimak Classics now with new member Murray Jenkinson Queenstown 021327343. *ex Bruce Raxworthy Christchurch*

TR4 comm no. CT8546-O rego 65TR4 for sale by Ian Burk Warkworth on TradeMe for \$40,000..
Engine recons Incl new sleeves , rings, all bearings, crank grind & modify to fit neoprene rear main seal, Complete balance. New lightened flywheel & diaphragm clutch fitted. Mild street grind on cam. Recored radiator. Too many new parts to list. New wiring loom, dash top, Carpets, All brakes recond. All receipts available. Plates go with.

We had an interesting email from Germany enquiring the history of TR2 commission number TS781-O which was exported to Germany in 1987. The present owner has just spent two years in restoring the car. I was able to put him in touch with Peter Glass at Whitford who was the owner in the mid-80s, and who in his time carried out a comprehensive rebuild, good enough to win our club concours in 1985. Peter says he has offered 'thousands' of pix of his rebuild to our German friend, so hopefully we will receive further comment from him due course...

Kevin

TRansactions

TRansactions

Original TR5 parts.

Free to register members.

Bumpers front and rear in restorable condition

2 lever arm dampers, reconditioned many years ago but hardly used.

Starter motor.

Original Lucas fuel pump and filter.

Brake calipers, discs and back-plates.

Fly wheel.

Fan pulley.

Oil filter bowl.

Contact: Dave Cable at
cable@xtra.co.nz
or 021767200.

1970 TR6 Project Car

I have owned and driven this car for about ten years. It now requires body and maybe chassis work to make it roadworthy again. Complete car plus some spares.

Make it into a weekend runabout, or do a complete restoration.

Failed WOF. Registration on hold. Full information and photographs provided on request.

\$15,000
Bryan Thomas
bcthom@xtra.co.nz



TR6 Hardtop For Sale

Original Pimento Red paint.

As seen on the car at National Weekend 2016

Excellent condition.

All fittings ,bolts and a custom wall bracket included.

Price \$2300.00
Can help with freight and packing.

Phone Warwick
033078644 or 0274350979
Email protheroe@xtra.co.nz

Free TR Items :-

1 x Tow bar. Fits TR 2-4

1 x Girling Differential housing. (no gears or shafts) TR 2 – 4

Contact. Ken Pfeffer email.
pfeeshoes@xtra.co.nz

TRansactions

TRansactions

Number Plate :- 57TR3A

Price :- Cost of transfer only

Phone Rod 0272902020

TR tool kit

Pennant 325 7/8" Wheel brace,
Hubcap removal tool, 2 X Dunlop 9" Tyre
Levers.

7" Adjustable Spanner, T Williams
Superslim Spanners 7/16" X 3/8" - 9/16"
X 1/2" - 3/4" X 5/8", T Williams Slip
Pliers

9" Wood Handle Screwdriver, 6" & 7"
Plug and Box Spanners, Helicopter
feeler gauge, Tool roll/pouch - . Also
some odd tools

\$480 (photo's available) most of the
tools are correct, missing is the
distributor tool although these are easily
obtainable.

Bob Birdsall

birdsall@xtra.co.nz

TR 3-3A Girling Brake Adjuster Assembly

2 X New

Moss Part number 7H4997

Note the centre bolt is missing from
one of them, just use your existing bolt.

\$80.

Bob Birdsall

birdsall@xtra.co.nz

WANTED

TR3A parts

Badge-bar and Jaeger
Water Temperature Gauge

Bob Birdsall

jandbirdsall@xtra.co.nz

J type Overdrive

Sump plate and filter or
complete non working J type O/d.

Ken Pfeffer

pfeshoes@xtra.co.nz

06 3485508

SPACE FOR HIRE

NO CHARGE FOR MEMBERS

SELL, BUY, SWAP, SHARE

*Contact details are shown in the
directory on P2.*



V12 6.5L petrol or pure electric - what's your choice?



Nice classic set-up spotted in Brisbane



SIGNAL RED



PIMENTO



CARMINE



DAMSON



MAGENTA



FRENCH BLUE



DELFT BLUE



MALLARD BLUE



SAPHIRE BLUE



ROYAL BLUE



TARTAN BLUE



BRITISH RACING GREEN



EMERALD GREEN



LIANA GREEN



LAUREL GREEN



MAPLE BROWN



RUSSETT BROWN



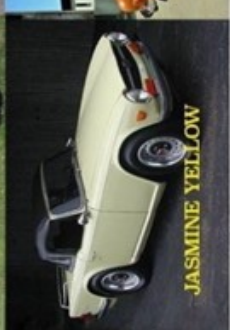
SIENNA BROWN



SAFFRON



MIMOSA



JASMINE YELLOW



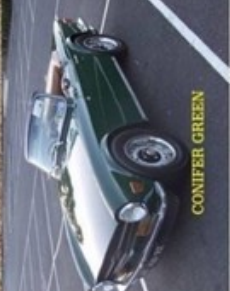
TOPAZ



INCA YELLOW



NEW-WHITE



CONIFER GREEN